

19. Install the cam plate assembly (Figure 31).
20. Install the clutch release lever (Figure 30).
21. Install the spring and oil guide.
22. Apply a light coat of grease to the spring to hold the spring in place. Install the spring and the ball retainer (Figure 29).
23. Install the dowel pins and a new crankcase cover gasket.
24. Install the right-hand crankcase cover. Install the screws and tighten in a crisscross pattern until they are secure.

#### CAUTION

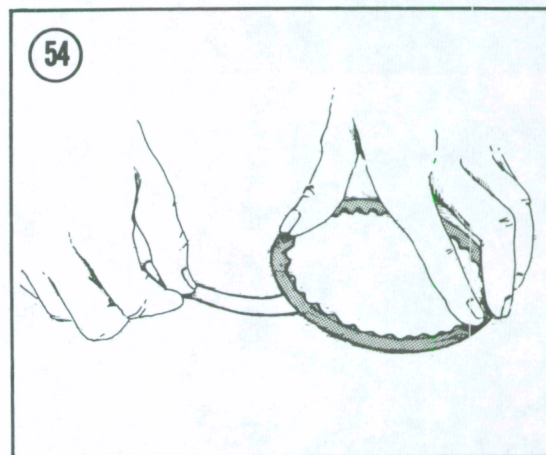
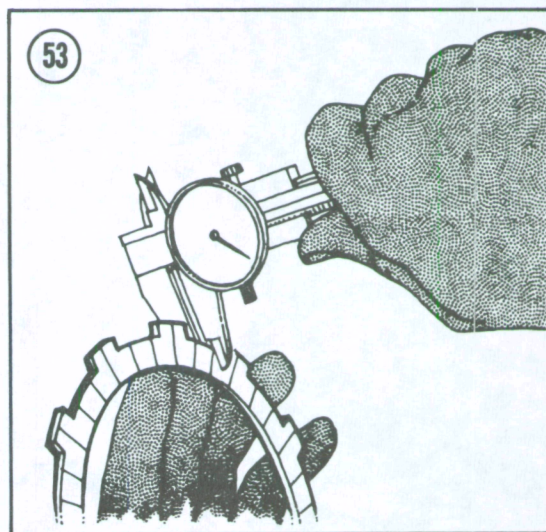
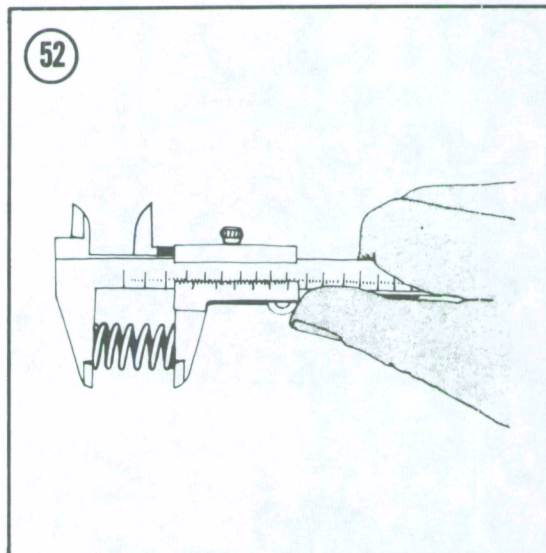
*Do not install any of the crankcase cover screws until the crankcase cover is snug up against the crankcase surface. Do not try to force the cover into place with screw pressure. If the cover will not fit up against the crankcase, remove the crankcase cover and repeat Step 24.*

25. Refill the engine with the recommended type and quantity of oil; refer to Chapter Three.
26. Adjust the clutch as described in Chapter Three.

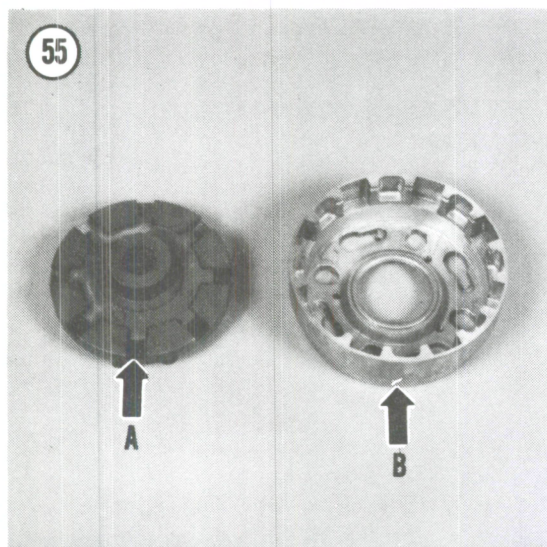
#### CLUTCH INSPECTION (ALL MODELS)

Refer to Table 1 for clutch specifications.

1. Clean all parts in a petroleum based solvent such as kerosene and thoroughly dry with compressed air.
2. Measure the free length of each clutch spring as shown in Figure 52. If any of the springs are worn to the service limit shown in Table 1 they should be replaced. Replace all springs as a set.
3. Measure the thickness of each friction disc at several places around the disc as shown in Figure 53.
4. Replace any friction disc that is worn to the service limit shown in Table 1. For optimum performance, replace all friction discs as a set even if only a few need replacement.
5. Check the clutch plates for warpage on a surface plate such as a piece of plate glass (Figure 54). Replace any clutch plates that are warped to the service limit shown in Table 1. For optimum performance, replace all plates as a set even if only a few need replacement.
6. On 70 cc models, inspect the ramps in the drive plate (A, Figure 55) and the grooves in the clutch outer housing (B, Figure 55). If either show signs of wear or galling they should be replaced.
7. On 70 cc models, inspect the splines of the drive gear outer (A, Figure 56) and the clutch center (B, Figure 56). If either show signs of wear or damage they should be replaced.







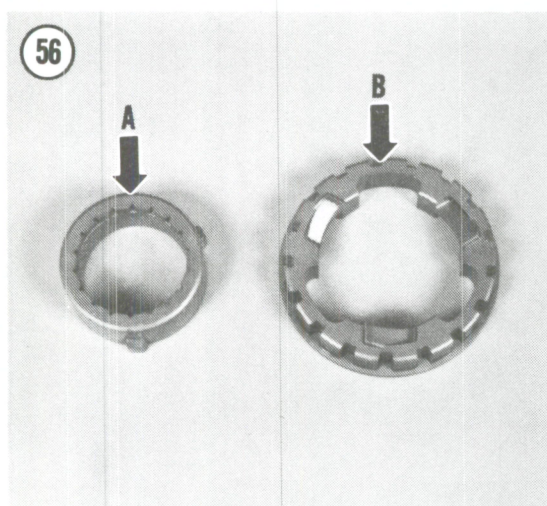
8. On 90-125 cc clutch models, inspect the splines of the clutch outer housing (A, **Figure 57**). If it show signs of wear or damage they should be replaced. This is a 2-part assembly; if disassembly is necessary, remove the circlip (B, **Figure 57**) and separate the 2 parts.

9. On 90-125 cc models, inspect the centrifugal weights on the drive plate (**Figure 39**). They must move freely or be replaced.

### CLUTCH RELEASE MECHANISM

The clutch release mechanism is located within the right-hand crankcase cover (**Figure 58**).

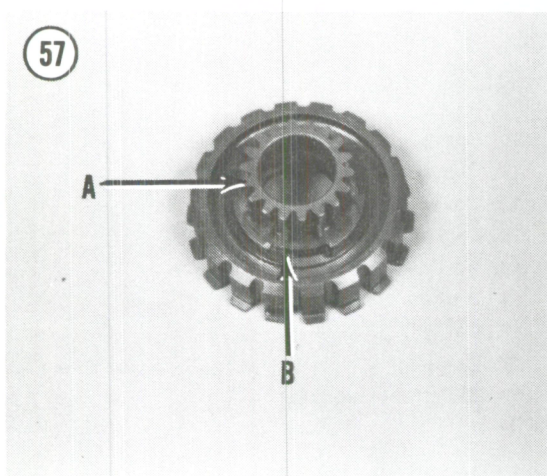
1. Drain the engine oil as described in Chapter Three.
2. Remove the bolts securing the right-hand crankcase cover and remove the cover and the gasket. Don't lose the locating dowels.
3. From the exterior of the crankcase cover, remove the locknut and washer from the adjuster screw.
4. Within the right-hand crankcase cover, remove the adjuster screw and the O-ring seal.
5. Install by reversing these removal steps, noting the following.
6. Refill the engine with the recommended type and quantity of engine oil; refer to Chapter Three.
7. Adjust the clutch as described in Chapter Three.



### EXTERNAL SHIFT MECHANISM

The external shift mechanism is located on the right-hand side of the engine, under the crankcase cover and next to the clutch assembly. The mechanism can be removed with the engine in the frame. To remove the shift drum and shift forks it is necessary to remove the engine and split the crankcase. This procedure is covered under *Shift Drum and Shift Forks* in this chapter.

The gearshift lever is subject to a lot of abuse. If the ATC has hit a large rock or other obstruction, the gearshift lever may have been hit and the shift shaft bent. It is very hard to straighten the shaft without subjecting the crankcase to abnormal stress where the shaft enters the case. If the shaft is bent enough to prevent it from being withdrawn from the crankcase, there is little recourse but to cut the shaft off with a hacksaw very close to the crankcase. It is much cheaper in the long run to replace the shaft than risk damaging a very expensive crankcase.



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